

50X1-HUM

Information on Rumanian Railroads

1 Information obtained from direct observation in September 1949.

All along the Bucharest - Ploesti railroad line extensive work is in progress, consisting of repairing switches, repairing and remaking the right of way, and repairing the lines leading to and from the Chitila, Buftea, and Crivina stations.

New lines are being built at Buftea and Ploesti-West.

Sidings, from 600 to 800 meters long, are being constructed between stations.

The Campina - Ploesti - Bucharest pipeline (three pipes of 5 inches or approximately 10 centimeters) has been replaced, after having been moved because of the construction of railroad sidings, along the railroad line. These pipes follow the railroad all the way from Bucharest to Campina, on the left side of the line going from Bucharest to Brasov.

The laying and connecting (underground) of the electric cables and control boxes is being carried out so as to install an electrically operated remote control system. The work apparently is completed at Chitila and the Chitila classification yards (a very important yard); the attached sketch shows the buildings and general plan. There are about a dozen tank cars on the sidings.

Extensive work is in progress at Ploesti-West - repair and replacement of track, construction of new lines, and repairs and re-ballasting the roadbed. The work of laying the underground electric lines for the remote control of trains seems to stop at this station, but the displacement of the pipelines continues past this station and has been finished from Baicoi to Campina.

We met a train with about 30 cars (flatcars and boxcars). There were antitank and antiaircraft guns on the flatcars. Because of the speed of the train, it was impossible to tell whether this materiel was Rumanian or Russian. The train was coming from the direction of Ploesti and headed toward Bucharest.

-1- SECRET

After leaving Ploesti, we noticed that many security measures seemed to have been taken in the refineries and depots. The interiors were brightly lighted and there were numerous guards and sentry boxes inside and outside of the grounds of the refineries and reservoirs. When we left at 1930 hours, it was too dark for accurate observation. The return from Sinaia was made at night so nothing can be added to this report.

2 Miscellaneous Information.

During the week of 12 - 19 September, all the electro-mechanical engineers of the Rumanian railroads received offers to go to a special school in Russia. The restrictions imposed were that the engineer was not over 35 and that he had not fought on the Russian front during the 1941 - 1944 war. This proposition was made separately to each possible candidate and in the greatest secrecy before a board composed entirely of members of the Communist Party.

Two days ago, upon orders from the General Administration of Railroads Section M2, 100 40-ton flatcars were routed toward Pitesti on Friday and Saturday.

On Thursday, the fifteenth of this month, the General Administration of Railroads gave instructions to ~~the~~ six sections of the Rumanian railroad system to assemble and send, as quickly as possible, 3,000 boxcars and flatcars to Sighet. One of the few stationmasters who speaks perfect Russian has just been assigned to this station.

It has been learned that ~~fringed~~ members of the Communist Party in the Rumanian Railroads have been named stationmasters and assistant stationmasters of seven stations. Only four of these stations (Domnesti, Popesti-Leordeni, Otopeni, and Stefanesti) are presently known; the other three will be listed later. All of these stations are on the Bucharest belt-line, connecting the forts around Bucharest, and up to now have operated without stationmasters. It is said that this measure has been taken in view of

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the large shipments of munitions having origin at the forts of Bucharest.

At Baneasa station, seven trains loaded with food (mostly canned goods and frozen meat) left for an unknown destination. The markings were "Material of the General Confederation of Labor."

There is no Rumanian-Soviet railroad connection between Casiscoola [sig] and Galati-Reni because the bridge over the Prut River at Falsiu has not been put back in service since the war.

The Videle - Giurgiu line is being improved and repaired.

On both Saturday 10 September and Sunday 11 September a train left Negru Voda for Curtici loaded with children of both sexes.

The connecting line from Buftea (on the Bucharest - Ploesti line) ~~MM~~ to Odile (on the Bucharest - Urziceni line) is to be ready on 7 November 1949.

The number of the rail motor car express trains is to be reduced 50 percent because of lack of equipment and spare parts for repairs.

No travel is permitted in the Banat region without special permits. All employees of the Rumanian railroads have these permits.

On 27 August, the Braila section received orders to allow all personnel who receive individual mobilisation orders to leave within 4 hours.

Four hundred boxcars have been ordered sent to Cluj by 3 September.

The 65-ton crane has been taken from Galati and returned to Brasov, its base.

A 30-percent reduction of Rumanian railroad employees is announced for the near future.

The General Administration of Rumanian Railroads in Bucharest has just drawn up the list of locomotives needed on 1 January 1950.

Locomotives needed for general use	1,227
Locomotives in reserve for general use	217
Locomotives in reserve for regional sections	100
Locomotives in reserve for the department	60

Switching locomotives	60
Locomotives for the Danube-Black Sea Canal	<u>100</u>
Total	1,731

The urgent need for a connecting line is hurrying the construction of the line from Odaine (Bucharest - Urziceni line) to Buftea (Bucharest - Ploesti line).